



Chapter 9 **Transportation**

Cluster 9 is generally an area of single and two-family housing units with a sprinkling of small apartments. It has parts of a small industrial corridor, a small number of institutional uses and underutilized strip commercial along its major streets. Taking that neighborhood development pattern into consideration, the conclusion is that the cluster is the destination of very few trips on a daily basis, but is the origin of significantly more trips. Still more trips are by traffic that flow through the area on the freeways and major surface streets to and from other locations. With the exception of the Southfield Freeway, the roadway system has more than adequate capacity to handle the current and near future traffic volume. Further, the roadway pattern is such that orientation within the community is easy.

The grid pattern of Cluster 9 is made up of major and secondary thoroughfares with local streets in between. The major thoroughfares are the mile roads in each direction and the secondary thoroughfares are along some of the half mile roads. In addition, there are some diagonals that are major and secondary.

The following Traffic Profile Map (Map A20) shows the extent to which the major arterial streets are used over an average 24 hour period. Heavy use occurs along Eight Mile Road, Seven Mile, McNichols, and portions of Greenfield. The University of Detroit Mercy entrance at Livernois also experiences heavy volume.

DDOT System

Although Cluster 9 does not contain any DDOT-SMART transfer locations, the city's grid system of roadways can accommodate fourteen City bus routes running through all major roads. Four of these bus lines operate twenty-four hours a day including the cross-town routes of Seven Mile and Fenkell and the downtown-bound routes of Grand River and the Imperial Limited, as indicated on Map A21.

Stakeholders at the Transportation and Job Center focus group sessions described frustration over the lack of reliable public transportation and need for greater access to suburban job centers through a combined city and suburban system.

According to the 1990 census, nearly one-fourth of Cluster 9 households did not have access to an automobile. The majority of these units are located in the center of Cluster 9 and on the east side (see Map A22). This would lead to a strong dependence upon the busing system. Not surprising, is the correlation between households with low median household incomes and inability to afford an automobile.

Recent years have seen improvements to the trafficway system in this cluster. These improvements have included upgrading some traffic signals with left turn arrows, larger signal faces or larger reds, interface of signals on streets such as Grand River, some demand responsive pedestrian activated signals; energy efficient signals that operate at peak traffic only and new signals at various locations. Road improvements have included new left channels including flaring of pavement to accommodate such channels to facilitate right on red movements and revised parking requirements. Major repaving programs are underway.

Priority Transportation Issues

Focus Groups and Visioning session participants stressed the need to improve neighborhood and thoroughfare road conditions, as well as the need to encourage the use of alternative transportation modes. Better service by SMART and DDOT, in terms of accessibility to suburban locations, bus conditions and scheduling, was also cited as a need by participants.